

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY

Poland

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Port Plan of Gdynia

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General Condition

1. By the summer of 1952, the port of Gdynia was almost completely rehabilitated and most construction efforts were devoted to expansion work. The repair and reconstruction of the mole, started in 1946, was finished in early 1952 and included considerable changes with regard to entrances as compared to the pre-war arrangement of moles. [See Annex]

The Mole

2.

the reconstruction of the mole in one straight line with two main entrances to the north and one entrance to the south is [] in conformance with the fact that Gdynia is changing from a divided harbor for ocean going and fishing and coastal vessels to a harbor serving primarily ocean going vessels.

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Floating Cranes

3. There were three floating cranes available in the port of Gdynia; one of 30 tn. lifting capacity operated by the shipyard; the other, nos. 13 and 2, 60 to 80 tn. cranes operated by the port director's office.

Soviet Naval Vessels Seen in Gdynia

- 25X1 4. [redacted] Soviet T-class minesweepers in Gdynia during 1950 and 1951, but not during 1952.

Soviet Naval Personnel

- 25X1 5. [redacted] Soviet naval officers in Soviet as well as Polish uniforms around town. [redacted] Soviet naval officers in Polish uniforms were aboard most Polish naval vessels, even the smaller ones.

Highway and the Gdynia-Gdansk Railroad

- 25X1 6. A new four-lane concrete highway under construction from Gdynia to Gdansk was completed by the summer of 1952 between Gdynia and Zoppot and from Wrzeszcz to Gdansk. The stretch between Wrzeszcz and Zoppot, although partially finished, progressed more slowly because of a difficult stretch at the northern edges of Zoppot where a curve had to be straightened out and a new railroad trestle built. [redacted] the entire highway is completed. A new double-track electric railroad line was also under construction between Gdansk and Gdynia. This was to be an electric suburban type railroad in order to transfer all passenger traffic between the two cities from the existing double-track railroad line. By January 1951, this electric railroad was in full operation between Zoppot and Gdansk. Between Zoppot and Orlowo, only the tracks were laid and no overhead system installed. Between Orlowo and Gdynia, tracks were laid only halfway to Gdynia. This railroad line should also be finished by now. Both the highway and the railroad construction projects were carried out by several state construction companies using primarily SP (Service to Poland) members as laborers.

- 25X1 7. [redacted] following points of interest. [See Annex A. The number of each of the following items refers to a corresponding number in Annex A.]

- Point #1. Military Border Guard Post (WOP) for Yacht Basin. This post was manned by six soldiers.
- #2. Basen Jachtowy, Yacht Basin.
- #3. Fishery School (Panstwowe Technikum Rybolowstwa Morskiego, ul. Aleja Zjednoczenia 1). Personnel of Dalmor and Arka fishing enterprises were being trained here.
- #4. Military Border Guard Post (WOP). This post was manned by 12 soldiers operating a searchlight. The searchlight was also used as a beacon for the fishing cutters using the southern entrance.
- #5. Office Building of the Polish Coastal Lines. (Polska Zegluga Przybrzezna)
- #6. Basen Prezydenta.
- #7. Naval Town Command. This office was headed by a CDR (fnu) MURAWIOW, a Soviet. The activities of this command correspond somewhat to those of a US Naval District Command.

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- Point #8. Headquarters Building of the Polish Navy. The office of the Chief of Naval Operations, Admiral (fnu) CZERAKOW was located in this building. [redacted] many naval officers in Soviet as well as Polish uniforms entering and leaving the building.
- #9. Meteorological Institute. A steel tower was located on the roof of this building from which visual time and weather signals were given. The institute operated the hydrographic vessel, ZODIAK, which was a former US wooden minesweeper type.
- #10. Armed Forces Recruiting Office. Served all services.
- #11. Head office of Arka. The Arka Fishing Enterprise, also called Przedsiębiorstwo Polowow i Usług Rybackich (PPIUR) Arka, Gdynia, ul. Waszyngtona 32 had branches in Ustka and Darlowo. [redacted]
- #12. Harbor Police Station. This station provided guards for the main gate of the fishing enterprise area.
- #13. Military Border Guard Station (WOP). This station housed WOP guards for the fishing enterprise area.
- #14. Ice Factories. One old and one new ice producing plant at the English quay. Another new ice producing plant was under construction facing the Basen Prezydenta.
- #15. Naval Refueling Station. This installation was surrounded by a barbed wire fence approximately three meters high and was guarded by Polish sailors. Its facilities comprised three above-ground oil tanks about 10 m. high and about 3½ m. in diameter, one two-story plastered brick building, and one wooden barrack-type building. Large quantities of oil-drum were stored on the premises and [redacted] there were also some underground tanks. Fuel oil was delivered by railroad tank cars or by tank vessels. [redacted] the SLIMAK, a coastal tanker of 400 to 500 GRT unloading oil. This refueling station was used by naval vessels only; two to three minesweepers were seen refueling simultaneously.
- #16. N. Angielskie (English Quay). This quay was west of the naval refueling station. Trawlers of Dalmor were usually berthed here. There were no cranes along this quay.
- #17. Repair Shop of Dalmor. Minor repairs on Dalmor vessels were handled here. [redacted]
- #18. Office Building. Occupied by Dalmor and PRO, a Polish salvage company.
- #19. Fish Processing Shops. Fish were selected, cleaned, and readied for shipment here.
- #20. Operations Office and Repair Facilities of Arka. This installation consisted of one wooden two-story building measuring 40 x 15 x 10 m. The first floor was occupied by a machine shop equipped with three lathes, four drilling machines, and four grinding machines, a carpenter shop, a small smithy, foremen's office, tool storage, and a welding shop. The second floor accommodated the main operations office, a technical office, the net shop and office. Adjacent to this building was located a small garage for two trucks and an open material storage.

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- Point #21. Refueling Station. This installation, with an underground storage tank, dispensed diesel oil to port and coastal passenger vessels and boats only.
- #22. City Security Police Headquarters (UB).
- #23. Basen Peludniowy. Dredging activities were underway in the southwestern corner of the harbor.
- #24. Fisheries Shipyard Stocznia Rybacka. This shipyard built and repaired wooden fishing cutters, but also handled repairs on steel fishing cutters.
- #25. Overseas Post-Office. Handled packages primarily.
- #26. ROS Ship Repair Yard. (Remontowa Obsluga Statkow). This repair yard handled minor and medium repairs on merchant and fishing vessels and was well equipped with new machinery.

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- #28. Hull of Former German Battleship GNEISENAU. The hull and interior were being dismantled under the supervision of Soviet engineers. All useable parts of main and auxiliary machinery were being disassembled, conserved, and shipped to the USSR. The hull was to be scrapped and it was said that the armor plates would also be sent to the USSR.

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- #31. Basen Weglowy.

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- #34. Portowe Quay.
- #35. N. Pasazerskie (Passenger Quay). Equipped with 10 cranes.
- #36. Overseas Railroad Station. This building accommodated the headquarters of the WOP for Gdynia harbor and the port director's office. The roof of this building had a brick tower which serves as a signal post for the port traffic control using visual signals only.
- #37. N. Pilotowe Quay.
- #38. N. Polskie (Polish Quay). Also called Cukro Port. Equipped with a large number of portal jib cranes.
- #39. Harbor Fire Department.
- #40. Maritime Office. Ship and crew registration office, maritime court, Hydrographic Office, etc.

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- Point #44. Grain Silos. Equipped with suction type grain elevators.
- #45. Oil Factory "Union". Vegetable oils and fats were processed here.
- #46. The Grain Storage Building. A mobile grain elevator of the suction type served this building as well as the rice cleaning plant.
- #47. Rice Processing Plant (cleaning).
- #48. Wolna Strefa (Free Port). The area of the free port comprised the following quays: N. Wolnoclowe (Amerykanskie), N.C.S.R., and N. Rumunskie.

- #50. N.C.S.R. (Czechoslovakian Quay).
- #51. N. Rumunskie (Rumanian Quay).
- #52. Customs Guard House. Served the free port.
- #53. Building of the Ship Supply Agency "Baltona".
- #54. Military Border Guard (WOP) Station.
- #55. Shipyard Stocznia No. 13. Also called Parijskaya Komuna or Stocznia Gdynia.
- #56. Floating Dry Docks of Stocznia No. 13. The basin was about 20 m. deep.
- #57. N. Jugoslawianskie (Yugoslavian Quay).
- #58. Construction underway to extend quay.
- #59. Electric Power Plant. Served city and port.
- #60. Timber Harbor. Called Port Drzewny "Paged". All timber and lumber was handled in this part of the harbor. Piers and quays were of wood construction.
- #61. Main Refueling Point. Vessels of all sizes could be accommodated at the wooden offshore wharf. The area surrounding the base of the wharf was fenced off and none of the ships' crews were permitted to leave this area. Necessary shore parties had to have special naval permission to leave the ship. The pumping station was located within the fenced in area which was connected, by means of underground pipes, with the main oil tanks located in the hills due north of the refueling point.
- #62. Old Naval Ship Repair Yard. There were a few old buildings located within this area. One was said to house a submarine training device.
- #63. Old Building Way. This building way was not in use because it was said to have too much elevation. Rumors had it that a new building way was to be constructed in the same place,

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25X1 Point #64. Naval Repair Facilities. [REDACTED]

25X1 [REDACTED]
25X1 [REDACTED] Many gray brick buildings were
25X1 located here. The largest of which was a machine shop
25X1 well equipped with new machines and overhead traveling cranes.
25X1 The entire repair base was commanded by a commodore [REDACTED]
[REDACTED]

#65. Port Wojenny (Naval Basin). Most naval vessels were
berthed here.

#66. Naval Staff Building. This was said to be the headquarters
of the commander in chief of the Polish fleet, an Admiral
(fnu) URBANOWICZ, who was actually a Soviet. The political
chief of the Polish Navy also had his office in this
building. On the roof of this building, several radio
antennas and a visual signal tower were located, but no
radar antennae were noticed.

#67. Main Entrance to Naval Base.

25X1 #68. Naval Radio Station. Consisted of a small brick building
25X1 and three or four steel girder antenna masts. [REDACTED]
[REDACTED]

#69. Underground Oil Tanks.

25X1 #70. Piers. [REDACTED]

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